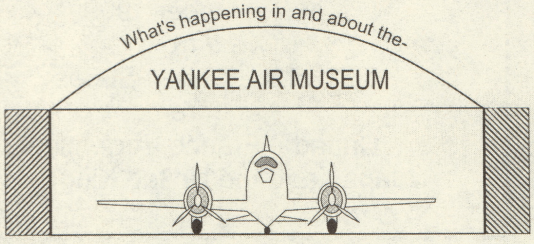
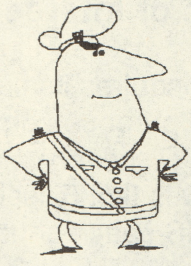
February 2000 The Newsletter of the Yankee Air Force



Hangar Happenin's



From the Head - Office that is!

by President Bill Hanney

I hope you all had a wonderful Christmas and a great New Year's event. We're very glad that you all survived and are around to read this. I know we've lost a few members during the past year, Don & Yvonne Harner stand out in my mind, and that certainly sobers the thoughts as we enter the New Year.

Since the last column was written we've had a couple of events. On December 15th, the year 2000 Officers and new Board Members were sworn in. On December 17th and 18th we had a visit from Video Design of Troy, Michigan and a whole crew to film an industrial video (further info in a separate article). The new "glass" nose for the B-25 arrived on December 28th and it was a good thing that Ken Chio was there with his trusty American Express card, as the supplier shipped it by collect freight and we had no check available. Thank goodness for resourceful members. A complete separate story will be required to describe the total rejuvenation and return to its WWII bomber configuration.

Well, gang, the partying is all over. The tree is gone, the lights are put away and the hangovers should be dissipated. I know I've got to get back to work and I hope a lot more of you will join me in helping our organization grow and prosper in the New Year.

By the way, I'd appreciate hearing from anyone out there who has a suggestion, gripe or compliment that might help us. I'll answer any letter, wire, or e-mail that I receive. Write me at the museum and mark it "Personal" (if you desire) or e-mail me at: **hanneyw@aol.com**.

Bill Hanney

What's Happenin' this month?

- Connie's Corner.....Page 3
- PB4Y-2 Story, cont. Todd Hackbarth.....Page 5
- ICAS Convention Report Norm Ellickson.....Page 7
- Pilot Profile - Ray Nickels ..... Page 8

and another very interesting *Barry's Brainbuster* to tease and educate!

The Yankee Air Force, Inc.
A Non-Profit Organization
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Belleville, MI 48111

Hangar Happenin's is a monthly newsletter of the Yankee Air Force.

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Vice-President: John Day
Secretary: Mary Jane Medlock-Hill
Treasurer: Nancy Lockwood

Board Members:
Ray Jackson, George Whitfield, Michael Luther, Deane Baker, Ramon Garcia, Thomas Lohr, Erwin Stirnweis, Paul Chu Lin, George Davis, Ray Hunter, Tony Hurst

Meeting Schedule

1st Wednesday of Month - 7:30 PM
General Membership

3rd Wednesday of Month - 7:30 PM
Board Meeting
Public Welcome

2nd Wednesday even-numbered months
7:30 PM in the "Doghouse"
Flyable Aircraft Meeting
Everyone Welcome

Museum Hours
10 - 4 TUESDAY - SATURDAY
12 - 4 SUNDAY

CLOSED MONDAYS AND HOLIDAYS
Winter Hours - January, February

Phone: (734) 483 - 4030
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Visitors to the Museum
in December 1999
were from
12 of the United States
and from
Canada, France, Argentina
Japan and the United Kingdom

Past Dates of Interest

1 Feb 1952 USAF acquires its first general purpose computer

3 Feb 1994 Aboard *Discovery,* Sergei Krikalev is first Russian to join a US space shuttle mission

4 Feb 1902 Charles Lindbergh born in Detroit

10 Feb 1908 First Army airplane contract signed with Wright brothers

12 Feb 1973 USAF C-141 lands in Hanoi to pick up first returning prisoners of war

22 Feb 1978 USAF's NAVSTAR GPS Global Positioning System launched into orbit

23 Feb 1945 US Marines battle to top of Mt. Suribachi on Iwo Jima & hoist the American Flag

28 Feb 1994 NATO's first combat: 2 F-16s down 4 Serb Galebs

Winner of our January meeting's
50/50 drawing was
BOB PAUL
who donated his winnings to
the B-25

Our internet address is
http://www.yankeeairmuseum.org

Our e-mail address is
yankeeairmuseum@provide.net

Hangar Happenin's e-mail address is
seaton@provide.net

From the Editor's Desk -

Well, if you're reading this we have all survived Y2K. If you're not we didn't! Isn't logic wonderful! We received a phone message from a dear lady we all think is pretty special. Barb Sutton 0385WR took us to task about how we had written about the millennium in the December issue. Dear lady, we have reviewed what we said and we stand behind it. This time we are going to have to agree to disagree, but we still love you anyhow!

In another phone message John Syler 0910WR indicated how he had appreciated the December issue especially the letter from the soldier about Christmas. We received this piece from about 5 people and to chose who was recognized for it we just drew straws. To all who did send it a big THANKS. It was very moving and we thought apropos to the season.

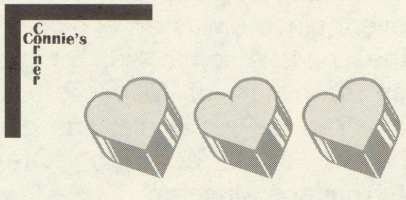
On another note a contributor and all around nice guy showed up at the hangar a short while back and wanted to meet Capt. Crabby, *as hard as it is to believe.* Bert Huneault 4107WR from Windsor, Ontario was visiting with a friend of his, Tony Jarvis, from Edmonton Alberta. Tony is a member of a group restoring a Ventura, and he wanted to look at our Lodestar. Anyhow Bert got to meet Capt. Crabby and see where he and all the staff do their collective "magic". Recently Bert e-mailed a photo of the Capt. and suggested that it be put in the newsletter. The editors have declined this suggestion for the health and welfare of the members.

It is, for all of us who do this month after month, a real pleasure when you are very appreciative of our efforts. It is a labor of love most of the time and because of your kind words of appreciation, we promise to continue working on keeping you informed and amused, and maybe even educated. On that note, we would like to thank our newest contributor Todd Hackbarth 0429WR. We are reprising some of the articles that he submitted to "*Wings*". For some of us these are great, because they are about some of our aircraft and quite honestly, what Todd doesn't know doesn't need to be known!

Finally, once again, any of you who would like to submit anything please do. This a slow time for us, and this is a good time to share something with the rest of the members. This is a good newsletter because the pieces that are in it are from you the people who read it. Thanks again for all the nice comments and enjoy your issue.

The Staff

We got this from Carol Guenther who took it out of the *Detroit Free Press*. "*Millennium shmillennium. By us, it's 5760. We'll celebrate in 240 years.*" by Rabbi Alan Lew, who leads the conservative *Congregation Beth Sholom* in San Francisco, which marks years by the traditional Hebrew calendar. Barb, this one's from Capt. Crabby with love.



FEBRUARY, THE MONTH OF GREAT PRESIDENTS, VALENTINE'S DAY, AND THOUGHTS OF LOVE.

"How do I love thee. . . let me count the ways." English poet Robert Browning spoke these immortal words to Elizabeth Barrett many years ago to express his love for her in the way he knew best ... through poetry.

Expressions of love can come in many forms. Throughout the years - after World War II, the Korean, Vietnam, and Desert Storm wars - U.S. service men and women had their own views of their favorite warbirds, and their love and respect for them. Members of the Yankee Air Force continue to show love and respect for their country by restoring historic warbirds and maintaining a museum so that others will remember.

For many, the favorite was the **B-17 Flying Fortress**, where courageous pilot, Colin Kelly, became America's number one hero when his **B-17** bombed and sank a Japanese battle ship, two days after Pearl Harbor. The **B-17**, was America's most famous bomber, from 1942-1945 in both theaters of war.

For others, the **B-24** plane was the ultimate**.** No one claimed that the **B-24** was more elegant than the **B-17**, or that it performed as well at high altitude, but in rugged climes where long-distant performance mattered – in short, in the Pacific - the **B-24** became the right aircraft. . . at the right time.

Who could deny the **B-25 Mitchell** plane's part in winning the war with the almost impossible mission on April 18, 1942 – Doolittle's daring daytime raid on Tokyo, Japan from the deck of the U.S. carrier *Hornet.*

The **Martin B-26 Marauder**, was a controversial aircraft - difficult to fly, with no safety margin – but rugged and heavily armed, proving the "Flying Coffin" to be a reliable combat aircraft with pin-point bombing.

The **B-29 Super Fortress** was the favorite for many because it was designed to meet a U.S. Army request for a bomber with pressurized fuselage that flew as fast as a fighter and twice as far as other long-range bombers. Nearly 4,000 **B-29**s were built for combat in the Pacific thereafter, including the "*Enola Gay*," that dropped the first atomic bomb on Hiroshima, Japan, ending World War II.

The **B-52 Stratofortress,** after service in Vietnam and Desert Storm, is still in operation today.

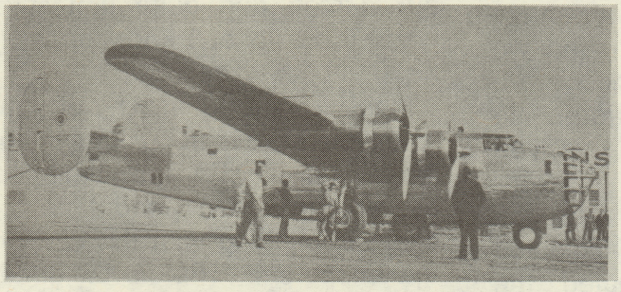
WHAT WERE THE FAVORITE FIGHTER PLANES?

The **P-38 Lightning**, piloted by Major Dick Bong.
The **P-39 Airacobra** was flown by the Beaver Squadron in the Pacific.
The **P-40 Warhawk** fighter flown by General Chennault's pilots was the choice of the "Flying Tigers."
The **P-47 Thunderbolt,** flown by Colonel Gabreski and his "Aces" of the 9th and 15th Air Force.
The **P-51 Mustang,** flown by Chuck Yeager, hounding the Luftwaffe to destruction in Europe and ranging over the Japanese home islands in the Pacific, to a solid ground support in Korea.
How about the **Vought F4U Corsair** flown by Pappy Boyington? This versatile plane saw service with the U.S. Navy and Marines.

I could go on and on, but I'm sure that the one plane we would all agree on as the most beloved and sought after was - **THE MAIL PLANE!** It brought love and home news to the lonely G.I.s serving their country thousands of miles away. Mail actually lifted the morale and spirits of the service men and women who so courageously served their country. Ask any Vet who served in any of the wars.

Happy Valentine's Day

Connie Kosek



The first of many. Consolidated's XB-24 makes its maiden flight 12/29/39.

Photo from "BRIEFING" No.41 Fall 1989

B-24 Liberator's 60th Anniversary Celebrated -

The Yankee Air Force was represented by Harold Sherman in San Diego, California on December 9—11, 1999 at the 60th Anniversary Celebration of the first flight of the Consolidated XB-24 bomber, which took place on December 29, 1939. A display for the Museum consisted of the three flyable aircraft (C-47, B-25, B-17) and the PB4Y-2 Privateer. The latter was appropriate at this event since it was an evolution of the B-24. Also, a slide program on the history of Willow Run and the Yankee Air Force was given twice at the San Diego Aerospace Museum.

Attention All B-24 Liberator Club Members -

The YAF library is attempting to compile a complete set of the B-24 Liberator Club's publication, "BRIEFING". At this time the library is missing a few of the issues. They are: Nos. 1, 2, 3, 5, 6, 10, 11, 57/58 and 67.

If any club member has any of these issues, the YAF library would appreciate that they be donated or at least loaned so that copies may be made. However, donation of any club member's collection would be greatly be appreciated.

Willow Run History to be Presented -

At the March 1, 2000, General Membership meeting, Harold Sherman will present a program on the history of Willow Run and the Yankee Air Force. This slide presentation runs about 35 minutes. It was given twice on December 10, 1999, at the San Diego Aerospace Museum during the 60th B-24 Liberator Birthday Celebration. All members are urged to be present in order to get the facts and not the myths about this subject.

494th Bomb Group (H) Reunion
Tucson, AZ May 1-5, 2000

The 494th flew B-24s in the 7th AAF
For more information contact:
Charles G. Milliorn
(520) 888-6820 or
Marshall L. Keller
(248) 626-3684

Barry's Brainbuster

How many Pratt & Whitney engines did Ford manufacture under contract? The answer is found elsewhere in this fantastic publication, which spares no expense to provide our readers with some of the most unusual or unusable information around!

THE LIFE, DEATH and REBIRTH OF A PATROL BOMBER

by Todd Hackbarth
 # 00429 WR

To continue from the January issue:

Hawkins & Powers was the largest civilian user of the Privateer, over the years having operated a total of eight in the firebombing role. As of the year 2000, five of these aircraft are still airworthy although their firefighting days are surely numbered.

During 1975, '13D was under contract to the U.S. Department of the Interior and based at Anchorage, Alaska. Total flight time was approximately 1475 hours. On Friday, August 8, 1975, the aircraft was being flown back to the lower 48 states from Anchorage with an eventual destination of Greybull, Wyoming. One engine had been shut down due to its running rough, and we understand that a planned fuel stop at Ketchikan, Alaska was missed because of bad weather.

Shortly after midnight on Saturday, August 9th, after seven hours of flight, Bu. No. 59876 ran out of fuel and the engines that were still in operation began to quit! Luckily, they were over the northern tip of Vancouver Island, British Columbia, Canada, and below was the 5000' paved runway at Port Hardy. Unbelievably, during final approach with only one engine still running, the pilot considered that he was too high to land and attempted a go-around! The aircraft struck the ground during the turn, crashed through the airport perimeter fence, went across the rock and driftwood strewn beach and came to rest in the ocean, approximately 100 yards offshore!

When the radio operator in the control tower lost contact with the plane, he immediately sounded the alarm in the airport fire station. Since no aircraft nor fire could be seen, it was felt the plane must have gone down short of the airport and a search was started in that area.

When the aircraft finally came to a stop, the two man crew were unsure of where they were and what had happened. Almost immediately, the cockpit started to fill with water and the men struggled to climb out a roof escape hatch. After standing on top of the aircraft for a short while, they spotted a seat cushion floating by, grabbed it, and swam the hundred or so yards to shore. When they arrived on land, their legs were so cold they could not stand. After a short rest, the crew scrambled in the dark over logs and through bushes and made it to the airport boundary fence.

During this same time period, the fire & rescue crews decided the plane must have gone off the runway and into the ocean so they returned to the airport to resume their search.

As the pilot and copilot approached the fence, they saw an emergency vehicle speed toward them down the runway and then continue on by until it stopped at the hole in the fence where the plane had crashed through on its way to the ocean. A short time later, another truck arrived. They were able to get the attention of the driver by shouting and waving. The flight crew was taken to the fire hall where they were given blankets and hot drinks until an ambulance took them to the hospital for examination. Apparently, both pilot and copilot received only minor injuries during their ordeal. The pilot was fired by H & P, but the copilot remained with the company, only to be killed in the crash of a C-119 during 1980.

N6813D received substantial damage to its nose gear and underbelly and the left wing tip and flap were destroyed. The left main landing gear was ripped off the aircraft and remained behind on shore. During high tide, the only portion of the aircraft that remained visible above the water was the vertical fin.

On Monday, August 11, 1975, N6813D was pulled ashore by a bulldozer. The engines were removed and the aircraft was hauled back to the airport where it was deposited next to a WWII vintage hangar. Hawkins & Powers received $142,500.00 from their insurance company who in turn sold '13D to Airplane Supply Center Ltd. of Richmond, B.C., a suburb of Vancouver for $2,600.00. It was then sold to the Canadian Museum of Flight and Transportation, also located in Richmond.

N6813D languished at Port Hardy for more than six years while the C.M.F.T.

struggled to find a way to transport it to their facility more than 200 miles away. During this time period the aircraft was heavily vandalized. Under pressure from the airport management to remove the plane, the C.M.F.T. sold '13D in late 1981 to a concern from Michigan who planned to restore the Privateer as a twin-tailed B-24 Liberator for static display.

In order to transport the aircraft to Michigan, the fuselage was cut straight through from top to bottom directly in front of the wing and also directly behind the wing. The outer wing panels were cut off approximately 12" outboard of the attachment joint. The vertical and horizontal tail surfaces were removed properly. The props were left on the engines but some of the blades were sawn off to keep the width under the maximum allowable without having to obtain a wide-load permit. All of the pieces were then trucked to the Detroit area where they were stored inside a locked and secluded pole barn.

In the spring of 1986, N6813D was given to the YAF as an anonymous donation. When it was finally delivered to our facility that October, we saw for the first time the terrible condition the aircraft was in. Many members, the author included, were very pessimistic about our organization's ability to restore this plane to a displayable state.

A volunteer Privateer restoration crew was formed, headed by member George Whitfield. Over the last thirteen years, they have literally performed miracles with very little to work with in terms of spare parts, facilities, tools and funds. Within nine months, the fuselage was pieced back together and the aircraft was once again standing on its landing gear. Major repairs have been accomplished in all areas since, and the plane is now presentable to the public as a patrol bomber. Although much restoration work remains, the crew can be justifiably proud of their achievements so far.

I have been researching the history of Bu. No. 59876 virtually from the day we acquired her and am learning more about its past all the time. I am still desperately searching for photographs of '876 in U.S. Navy and Coast Guard markings. If you can be of any help, please contact me in care of the museum.

I would like to thank the following individuals and organizations for their assistance during my research. The National Archives, Naval Aviation History Office, and Mr. James Piotrasch all provided information about 59876's U.S. Navy service. Helping to fill in the details of its little known Coast Guard career were: the USCG History Office; Marion Shrode of the Ancient Order of the Pterodactyls, a society of current and retired Coast Guard aviators; Guion Prince; John Doherty; and S. Hays. The Federal Aviation Administration, Logan Coombs, William Larkins, Jack Lysdale, Ted Mathis, Milo Peltzer, Dick Phillips, Bill Slate, Norm Taylor, and Nick Veronico supplied data about and photographs of N6813D during its days as a sprayer and firebomber.

Information about the crash in Canada was provided by the Port Hardy, British Columbia Library; *The North Island Gazette* newspaper; and Transport Canada. Rick Blanco, formerly a pilot with Hawkins & Powers Aviation, gave additional details about the aircraft's demise, and Jerry Vernon of the Canadian Museum of Flight and Transportation informed me of his organization's trials and tribulations with air tanker 125. Finally, for general information and specifications on the PB4Y-2 Privateer, I used the excellent book The B-24 Liberator by Allan G. Blue, and several magazines published by Challenge Publications and edited by Michael O'Leary.

NEW MEMBERS
Willow Run Division

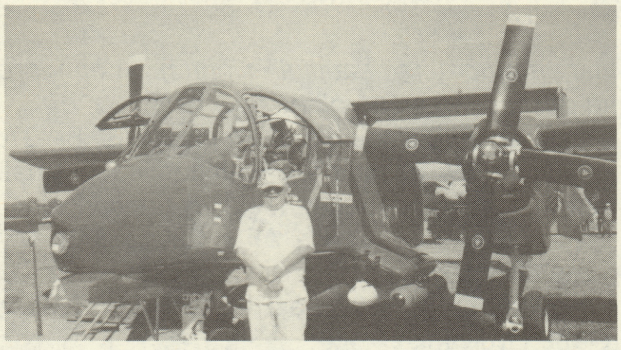
BAILLARGEON, Andrew
BAKER, Rita
BARBOUR, A. Elliott
CALOIA, Charles
CONRAD, Morton H.
GEIST, Philip R.
GREEN, William D.
GROVES, Gerald M.
KIRSCHKE, Kevin
KOSTY, Mark J.
LYTTON, William J.
MARTIN, Ralph B.
MILLS, Carolyn L.
MILLS, Claude J.
RACLOV, Brian S.
ROSE, W. Mike
SHAW, Patrick H.
SMITH, Jerry
SULLIVAN, Tim
WEAVER, Fred G.

We were saddened to hear of the deaths of our members:

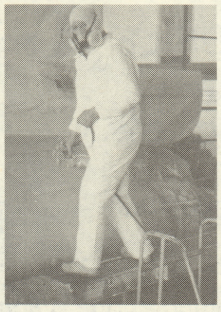
DONALD ROSAR #SL 4061 WR
passed away on December 17, 1999

NORMAN SCHROEDER #SL 2983 WR
passed away on January 1, 2000

ARNOLD POHTO #SL 5130 WR
passed away on January 7, 2000



Dick Rice, crew chief of the YOV-10, received good marks from the U. S. Marine Corps color guard who were present for Founders Day. They appreciated all that Dick has done with this aircraft, and the way he treated them. Good job, Dick!!



Who is this Masked Man???

It's our master painter **Ted Edmonds** 0058WR, working on the TF-102. Actually he looks somewhat better this way!

Colleagues and members of the Yankee Air Force:

I thought about Don Harner when I read this and wanted to share it with all of you.

Ray Hunter
#02250 WR

FLYING WEST

I hope there's a place, way up in the sky, where pilots can go when they have to die.

A place where a guy could buy a cold beer for a friend and comrade whose memory is dear.

A place where no doctor or lawyer could tread, nor a management type would e're be caught dead!

Just a quaint little place, kind of dark, full of smoke, where they like to sing loud, and love a good joke.

The kind of place where a lady could go and feel safe and protected by the men she would know.

There must be a place where old pilots go, when their wings get too weary and their airspeed gets low.

Where the whiskey is old and the women are young, and songs about dying and flying are sung.

Where you'd see all the fellows who'd flown west before, and they'd call out your name as you came through the door.

Who would buy you a drink, if your thirst should be bad, and relate to the others, "He was quite a good lad!"

And then thru the mist you'd spot an old guy you had not seen in years, though he'd taught you to fly.

He'd nod his old head and grin ear to ear, and say, "Welcome my son, I'm pleased that you're here!

For this is the place where true flyers come when the battles are over, and the wars have been won.

From the government clerk and the management czar, politicians and lawyers, the feds and the noise,

Where all hours are happy, and these good ole boys can relax with a cool one, and a well-deserved rest!

This is Heaven, my son, you've passed your last test!"

Captain Michael Larkin
TWA (Retired)

ICAS 1999

Bill Lary, Charlie Jackson and I attended the 1999 International Council of Air Shows (ICAS) convention from December 2-5, 1999, at the Opryland Hotel in Nashville, Tennessee.

The convention is getting larger each year. We had around 1500 people attending. There were about 350 booths where air show sponsors from all over the United States and Canada could check to see what aircraft and air show acts are available.

At the Yankee Air Force booth, we had maybe 25 "hits," that is people asking about our aircraft and what the cost would be for us to attend their show. I booked 4 or 5 shows for next summer right at the booth. I'm sure by next spring our weekends will be full.

It's obvious that the Yankee Air Force is getting to be very well known in the business and I'm sure we will have a busy and successful 2000 season.

Watch our website for current air show listings.

Norm Ellickson
Air Show Coordinator

PILOT PROFILE

Ray E. Nickels

YAF member since 1988

1) *Year and plane you officially or unofficially soloed (information will not knowingly be supplied to any FAA official)*
26 Jan 1977 Cessna 150

2) *Total hours (or best guess) Fixed*: 12,300
Rotor: None other than while spinning

3) *List of planes flown (or as many as CRS will permit)*

single engine Cessna 150, 152, 172, 182, 172RG, 172XP, Beech F-35 Bonanza, Piper PA-28, PA-22, PA-32, PA-28R, Grumman AA5A Cheetah, North American AT-6, Glasair RG, Citabria, North American P-51, Pitts S-2B

multi-engine Piper PA-151 Apache, PA-60 Aerostar, Lockheed C-130, Douglas C-47, North American B-25

jet Cessna Citation, T-37B, Northrop T-38A, Boeing KC135A & Q, 727, 757, 747, Douglas DC-10 (flight engineer only)

I'd tell you but then I'd have to kill you (Area 51 test pilots only) x

4) *Air carriers flown for or companies you have flown for. Current aviation position and primary aircraft you are flying.* USAF, and Northwest Airlines: current B-757 Captain

5) *Favorite aircraft and/or warbird*
Pitts S-2B (of course) / B-25

6) *Favorite aircraft and/or warbird to fly*
Pitts S-2B (of course, again) / T-38A

7) *Hardest aircraft to fly (including any you crashed or bailed out of)*
The Piper Apache is a true pig on one engine. Never could get a decent wheel l landing in the Citabria. Both the Pitts and he P-51 are easy to fly, but difficult to fly well.

8) *Most memorable/beautiful flight(s) (departure and destination, year, plane flown etc.)*
July 4, 1985 Spokane to Minneapolis, B-727: from relatively low altitude we watched each small midwestern town's Independence Day fireworks.
June 28, 1978 Vance AFB, OK, T-37B: My first words after takeoff - "This ain't no 172!"
November 3, 1982 Last flight in the T-38A, an airplane I truly miss.
January 16, 1995 First time doing the "checkerboard approach" in Hong Kong, and on my first 747 trip.
Any flight on a clear night to LaGuardia when ATC takes you up the Hudson River alongside Manhattan Island.

9) *Most harrowing flight(s) (departure and expected destination, plane flown etc.)*
July 25, 1978 Vance AFB, OK, T-37B - immediately after take-off on my initial T-37 solo flight a fire warning occurs. Was pretty calm until I saw all those fire trucks waiting for me.
October 2, 1980 Wright-Patterson AFB, OH T-38A - a flight control malfunction finds us landing no flap with the stick full aft - nothing was left
April 10, 1981 Homestead AFB, FL, T-38A - alert scramble sends us to a holding pattern. By the time we land there is less than 200 pounds of fuel - enough to go around and punch-out.
With six no-kidding real-near-misses, I think I've met my quota.

10) *Fastest plane you've flown or flown in and Mach number achieved. Slowest flown or flown in.*
T-38A Mach 1.1
Piper PA-22 Tri-Pacer with a headwind

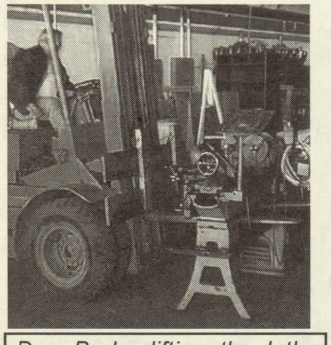
11) *Military affiliation (if Navy carrier, total number of traps)*
USAF - no way was I going to trust my life to a rubber band!

12) *Other comments you'd like to make or questions we should have asked.*

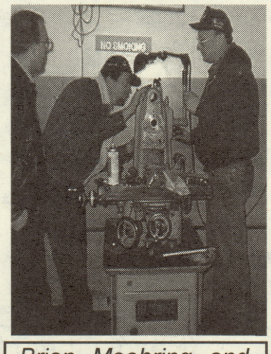
I consider it truly to be an honor and a privilege to have the opportunity to fly the Yankee Air Force aircraft, and even more of a privilege to work with such an exceptional group of volunteers. The real heroes in the organization are not the pilots, but the countless dedicated YAF members without whom we would not have some of the finest flying warbirds in the world and without whom I would not have the rare opportunity to fly these beautiful aircraft.

Santa's Early Stop

On the morning of Saturday, December 17th, one of Santa's helpers made an early stop at the Yankee Air Museum. Mr. John McViety member #4799 didn't arrive in a sleigh pulled by reindeer, but in a white cube van. Inside were a *9" South Bend Lathe*, *2 Hardine Milling machines* and a *die truck*. All we had to do was to off-load the machinery, move it into the machine shop and plug it in. Of course, we had to be careful not to drag the machinery across the floor, since Mike Luther was in the process of painting it. The fellows in aircraft maintenance, especially Bob Bomar, Brian Moehring and Barry Vance say thank you Santa, er, John McViety for your very generous donation.



Don Burke lifting the lathe prior to moving it into the shop. This was not an easy task. *Photo: B. Seaton*



Brian Moehring and Bob Bomar, our intrepid machinists, cleaning up one of the milling machines, supervised by Todd Hackbarth, who has no idea what he is looking at since it's not an airplane. *Photo: B. Seaton*

Don Burke

Barry's Brainbuster answer:
64,708. Ford Motor Company acquired a $120,000,000 contract from the government to build them. The first coming off the line 15 August 1941 with peak production in July of 1944 at 186 engines per day; that's over 7 per hour. Ford also manufactured 52,281 "B-22 type" turbosuperchargers in the same building. These were used in the B-24 and B-17 bombers. Two of the four turbos on our "*Yankee Lady*" are "FORD-BUILT."

My Dear Friends and Comrades, would you like to fly in the "Tin Goose"? Well you can!

Take a Trip Back in Time In a Ford Tri-Motor.

The "Tin Goose" has been flying almost 50 years transporting passengers and freight to Put-in Bay, Ohio. Ford Tri-Motor N-7584 is sold and on tour. The new owner traveled up and down the east coast, north in the summer and Florida in the winter, giving rides to the public.

The operation was just like the early barnstorming days of aviation. The camera follows the plane throughout the day. We see take-offs and landings, also views of the cockpit.

The 50-minute video is $29.95 including postage and handling on prepaid orders. Send a check or money order to:

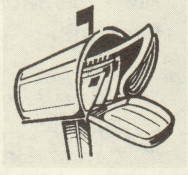
John E. Rees
8278 Kennedy Rd.
Blacklick, OH 43004

Happy Landing
George Binson 2177WR

It's the Polishing Party !

The fourth annual aircraft polishing party will be held on Saturday, March 18, 2000. All museum members are welcome and encouraged to attend this yearly event. As usual, you are requested to bring a small can of Mothers Magnesium and Aluminum polish and a supply of 6 or more clean, soft cotton rags. Polish is available at Kmart, Meijer, Target and any auto parts store. Once again, lunch will be provided by Keith Jones and crew. Mark your calendars now and keep this date free. And also pray for a nice, warm day.

We Get Letters



Everyone,

I just received my Dec '99 *Hangar Happenin's* in the mail, and as usual I am pleased to receive Dec '99's news in Dec '99. I really loved the poem about the Soldier and Santa. I have a brother in the army so it hit close to home. Good luck on the new building. And please give Fred Lockwood Joe's and my well wishes.

Your newsletter always contains recent information and interesting stories. I also love the web pages.

Thanks,
K. Miller

The following is from our West Coast reporter. We spare no expense to keep you informed!

Greetings, Dear Friends,

It seems that the "California Experience" has already affected my brain cells ...

The story (show # 1106) that *Michigan Magazine* is doing on the Yankee Air Museum will air on Saturday, 12 February @ 0830 (8:30 AM) on PBS (Channel 56 in Detroit). NOT on 4 January as birdbrain here first announced. I received an e-mail from the guys at *Michigan Magazine* with the info. You can always check michiganmagazine.com for more

info especially if your PBS channel is not 56...they have a complete listing on their website. So get your VCR ready and sit back and enjoy, laugh, hurl etc.

WISHING YOU A SAFE AND HAPPY NEW YEAR / MILLENIUM !

Mark "What's His Name" Gadzinski #4831 WR

We realize that this may reach most of you after the fact, but watch for it in re-runs. **Ed.**

The following was sent in by ***Leland Williams*** *#3493WR, and it seems appropriate as we go to press with this issue just as the new year begins.*

FROM THE OLD YEAR TO THE NEW

I'm going on a journey
From the old year to the new
I'll just pack my suitcase with
Some things I'll need when I arrive

First I'll pack the memories
Can't go anywhere without those
Of loved ones and dear friends
Whose paths took them a different way

Then I'll take the lessons learned
Throughout this whole long year
They've helped to me grow stronger
For challenges yet unknown

Before I leave I must look back
And reflect on where I've been
But only for a moment
For I can't go back there again

So I'll look ahead and choose my path
With a deep sigh and a lifted chin
A brand new adventure begins

--- D. J. London

Hi Bob:

The January 2000 issue of *Hangar Happenin's* arrived in yesterday's mail, and I thought I'd offer a couple of comments.

1. On page 2 under Past Dates of Interest, I noticed a couple of errors. The first flight of an Avro Lancaster was on 9 January 1941, not 1944; and regarding the 20 January 1944 raid by Lancasters and Halifaxes, it certainly wasn't the "Battle of Britain's" heaviest attack, because the "Battle of Britain" ended in the autumn of 1940. The 20 January item should perhaps have read "Battle of Berlin"?
2. On a more positive note, I thoroughly enjoyed the Y2K - YAF article by Connie Kosek. I found it very interesting and informative. Thanks for including it in this newsletter.

I wish you and yours, as well as all the staff at *Hangar Happenin's* a VERY HAPPY NEW YEAR.

Bert Huneault
Windsor, Ontario

Ed. Note: Thanks for your research. We obtained our dates from a British calendar, so we'll double-check your information with them.

As a founder member before there was any property of any kind owned by the corporation I wish to express my appreciation and thanks for the job being done at YIP by both those who came before me and those who have kept the original idea alive and running. Great Job, guys and gals, and the web site looks just great. I logged it in as a favorite so I can go right back to it any time.

Bob Mc Laughlin

In Recognition —

1999 YAF National Elections

On behalf of my co-chairman Dick Stewart and myself, I want to express a belated acknowledgement and sincere thanks to the following individuals for their many and long hours spent in the entire process of carrying out the various tasks, too numerous to mention here, necessary to the planning, preparation, and execution of the YAF National Election process.

Election Committee
Al Scotford
Debbie Stewart

Auxiliary Volunteers
Mary Ann Cripps
Howard Weber
Bob Pilz
Frank Sukel
Bob Richards
Barb Dubler
David Mengel
Cari Mengel

Board Members
(Ballot Count Monitors)
Vic Bonfiglio
George Davis

Membership Committee
Handling and stamping of incoming ballot envelopes

A special thanks this year go to Erwin Stirnweis who provided the computer-generated labels for all eligible voters and to Bob "Capt. Crabby" Seaton who provided initial liaison and assistance with the printer of *Hangar Happenin's,* Huron Valley

Printing & Imaging, who printed our election materials for the first time. We feel that they did a commendable job and hope to continue with them in the future.

Apologies to anyone whom I have inadvertently forgotten to mention.

Bob Dubler, Co-Chairman
1999 Election Committee

LIFE IN THE GLARE OF THE SPOTLIGHT

Once upon a time in the not-too-distant past, the Yankee Air Force and Museum hosted a television production crew and some of our aircraft and artifacts became an integral part of an industrial shoot. The shoot took place on December 17 and 18, 1999 (way back in the last century) but the actual story starts much earlier.

It was October 1999, when Tom Daldin of *Video Design* from Troy, Michigan contacted me about doing an industrial video for one of their clients. After a preliminary visit to review the facilities for background and content, we passed muster and were contacted again about a date for the shoot. The targeted dates were December 16 and 17 (if a second day was required).

Numerous phone calls ensued: what could we offer in uniforms, did we have a Jeep, could we open the Tank, what would we charge, etc., etc. Eventually, we got all the details worked out and were all set. Oops, not quite! Seems that the high-priced executives who were to star couldn't be spared on both days, so the whole operation had to move back to the 17th and 18th. Still hoping we might be done in one day, we agreed to the delay.

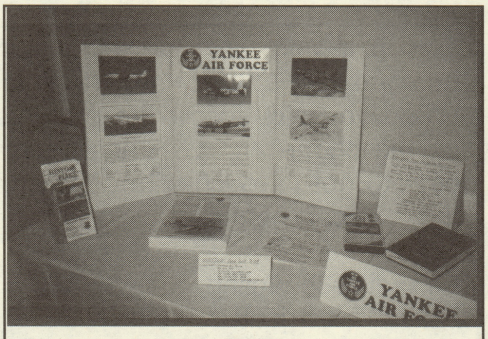
I opened the hangar at 7:30 A.M. and part of the crew and stars were already waiting in the parking lot! A couple of truckloads of equipment was unloaded and wheeled into the North End of our hangar, rehearsals and costume dressing started in the doghouse.

It's a good thing that the general tenor of this exercise was light-hearted and humorous. Watching these execs blow their lines - "retake" - and seeing their costumes was a real kick. I'm sure that when the editing is done, they will get the message across to the national meeting that they have a job to do, facilities, tools, etc.

The shoot ran over until shortly before noon on Saturday. When the crew wrapped on Saturday morning with lunch, they finished off with a very good clean-up and left us with a good, clean museum and a NICE check.

We have been promised a copy of the video when it is complete. I can't reveal the name of the client at this time or the size of the check, but both are substantial. You may not recognize much of the building because the shots were rather close, but I know I will recognize my A-2 Jacket and our headsets that were used. A couple of shots inside and around the B-17 will also elicit some smiles. All in all, it was a great experience even if I had to open up at 0730 on two days. I tried to get listed as Executive Producer, but negotiated that away in exchange for access to their snack table. Oh well ---

Bill Hanney

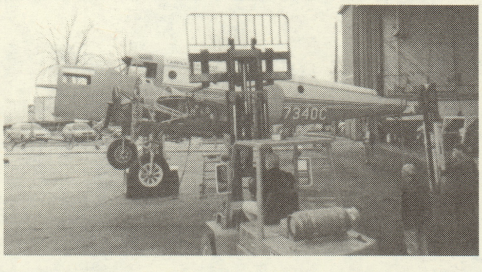


Part of the display set up by Harold Sherman at 60th Anniversary celebration at San Diego. Story page 4.

Photo by Harold Sherman

Our Newest Acquisition: AT-11

The AT-11 as it arrived at its new home. The new B-24 turret is also visible.



Don Burke and his crew lift the AT-11 off the trailer prior to putting in on the ground. A delicate job needless to say.

The AT-11 finally on the ground and undergoing its first inspection.

All photos by Cap't. Crabby

The following are the extension numbers for YAF's departments. When you call, follow the prompts on the phone and use these numbers to get in touch with people in these departments:

Air crew scheduling	**227**
Aircraft electrical	**213**
Aircraft maintenance	**216**
B-25 maintenance	**208**
Computer room	**222**
Conference room	**229**
Education	**227**
Flight operations	**223**
Gift shop	**202**
Gift shop office	**203**
Hangar Happenin's	**219**
Hangar maintenance	**218**
Kitchen	**215**
Membership	**210**
Museum office	**217**
Outer office	**228**
President's office	**224**
Public relations	**221**
Secretary	**226**
Security	**214**
Tour desk	**200**
Treasurer	**225**
Woodshop	**204**

Want List

Following is a list of items we need for our restoration projects. If you have any of these items and would like to donate them, please contact the museum. We will keep this list updated each month.

Rags
Sandpaper: wet or dry
Zinc Chromate: spray or gallon cans
Stencil Paper
New Ladders: heavy-duty 8-ft.
Air Stairs
Brooms: push
Work gloves: cloth
Plastic gloves
Drop lights: fluorescent - with ballast in cord not plug
Scotch Brite pads
Masking Tape (3M)
Duct Tape
Primer: spray cans
Kerosene cans
Propane heater
Wing-walk safety material
Knee pads
Industrial vacuum for hangar floor
Professional man-lift
Pole barn 40x60

YANKEE AIR FORCE
P.O. BOX 590
BELLEVILLE, MI 48112-0590

Non Profit Organization
Standard
U.S. Postage Paid
Permit No.56
Belleville, MI

David T. Saunders
5010 Clearview
Clarkston, MI 48348

PLEASE CHECK YOUR ADDRESS ON TH E LABEL, AND IF YOU HAVE ANY CHANGES, NOTIFY THE MEMBERSHIP OFFICE.